Driving in Alaska

JUNE 1972

DRIVER

INTELLIGENT 'CYCLING

VIETNAM RODEO

CHECK LIST FOR CAMPERS

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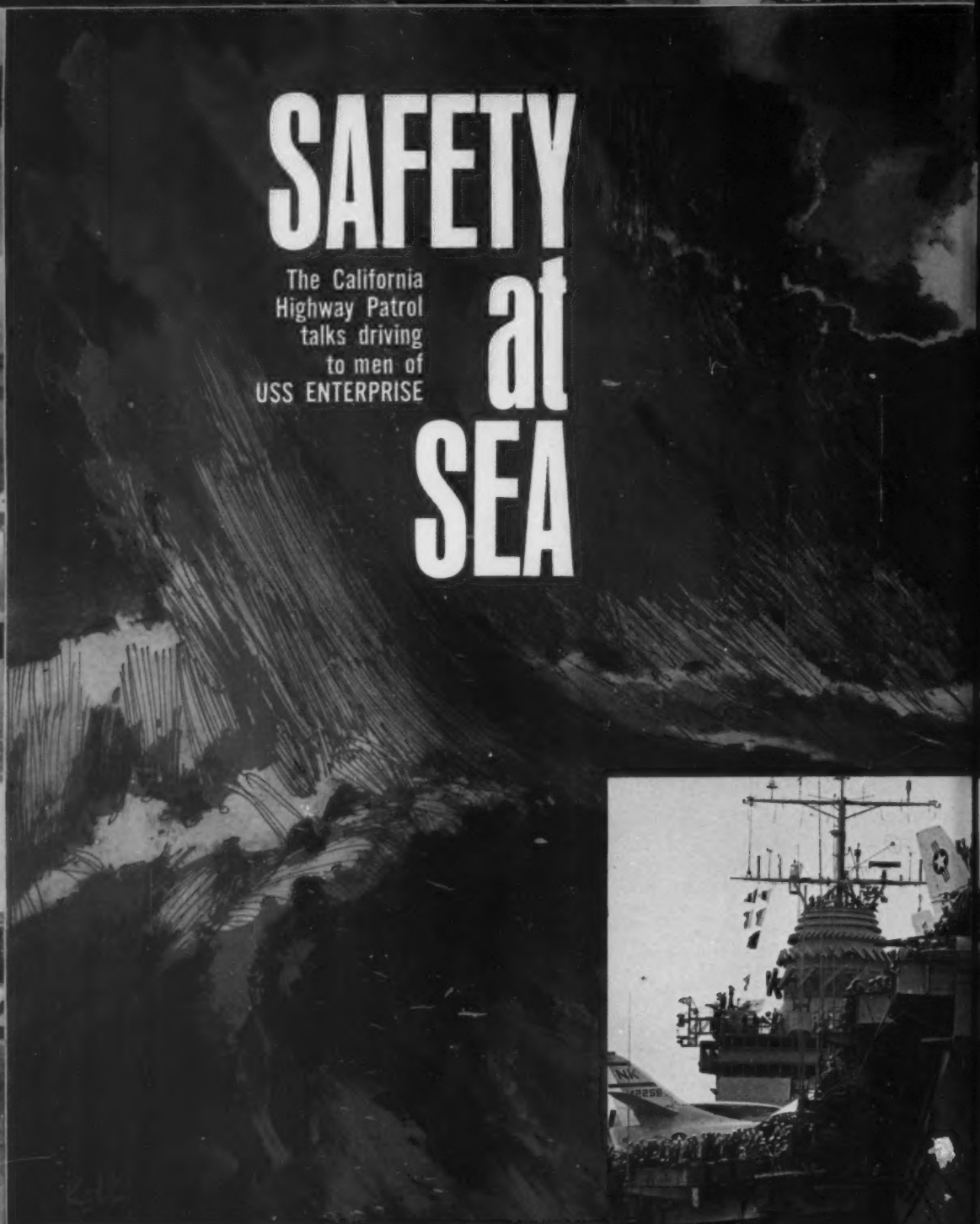
SAFETY at SEA

LEAVING SEAWAYS FOR FREEWAYS . . . USS ENTERPRISE COMES HOME

DRiVER

SAFETY at SEA

The California Highway Patrol talks driving to men of USS ENTERPRISE



During the 6-day cruise to Alameda, most of the 5400-man crew had an opportunity to hear and talk to members of the three-man highway patrol team as part of the Navy's "Safety at Sea" program.

The 1123-foot nuclear-powered aircraft carrier USS **Enterprise** eases into her berth at Pearl Harbor, last stop before hitting home port of Alameda, California.

Not too often does a member of the Air Force have the privilege of sailing on a U.S. Navy ship. But your Editor was afforded this opportunity recently, to have a look at the "Safety at Sea" traffic safety program aboard the aircraft carrier USS *Enterprise*. The ship, commanded by Captain Ernest E. Tissot, USN, was returning to Alameda, California, after her fifth Southeast Asia deployment, this one for 8 months.

Boarding at Pearl Harbor, I had doubts about finding my way around the 19-deck maze of passageways, bulkheads, and frames on the world's largest warship. I felt better after learning that even the natives occasionally have problems, as the steward leading the way to my cabin got us both thoroughly lost. It wasn't long, however, before I was settled and ready to learn more about the men, equipment, and mysterious sounds of the "Big E."

Joining the ship also as guests of the Navy were three California Highway Patrol Officers, experts on many types of driving. It would be their job to interest the 5400-man crew in a subject far from their thoughts during the last 8 months—driving safety. On the infrequent port calls made while on deployment, few sailors even have a need for a rental car due to inexpensive taxis, etc.

Gaining the sailors' interest was no problem, partly due to a phenomenon known by the Navy as "channel fever." This affliction strikes all hands near the end of a cruise. Symptoms include daydreaming, insomnia, and a fascination for direct stateside TV (including test patterns) picked up near the U.S. coast. It turned out the crew was eager to learn not only what new rules affected them, but how the so-called "bad guys" approached driving and enforcement.

The Navy-wide "Safety at Sea" program is based upon a series of briefings, TV panel discussions, radio spots, motorcycle demonstrations (space permitting), rap sessions, and individual discussions between home port patrolmen and the sailors. An average 350 cycles are imported on each aircraft carrier, so cycling is a special area of interest for the new owners. Unfortunately, lack of space and inaccessibility of motorcycles

continued

DRIVER

THE
TRAFFIC SAFETY MAGAZINE
FOR THE
MILITARY DRIVER

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Where the Racing Begins

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THE EDITOR SPEAKS

DOUBLE CLUTCH

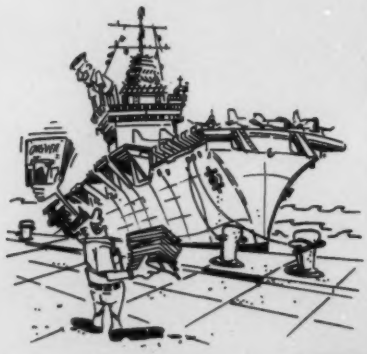
WELCOME ABOARD U.S. NAVY AND MARINE CORPS!

Now hear this! We are pleased to announce the United States Navy and United States Marine Corps are now receiving DRIVER magazine. To the men and women of these vitally important organizations, we say, "Welcome!" Adding your numbers to those of the Air Force and Coast Guard, there are now over one million servicemen reading DRIVER.

In DRIVER you'll find no trite slogans, only plenty of interesting information needed to operate and maintain your car, motorcycle, boat, or other motorized vehicle safely. We will bring you articles containing interviews with leading authorities, a rundown on driving conditions in areas where you may visit or be stationed, the popular MISS DRIVER attraction, a look at what's new in the automotive world, do-it-yourself features, and motorcycle articles, plus other reader-requested items.

Above all, DRIVER belongs to you the reader. So, don't hesitate to write if you have a story idea, or item of interest for our other readers. We depend a lot on your suggestions, so keep them coming. Information on how to write to the magazine is located at the bottom of this page.

We are glad you joined DRIVER, and wish you many leagues of happy reading and safe driving ahead.



Motorcycle Officer Val Daniel's lectures on Mess Deck Number One were well attended; especially by owners of new cycles, one of which is seen here. Officer Daniels cautioned new riders about just hopping onto their machines and taking off as soon as they hit port. One sailor of another ship, who had no cycling experience or training, recently nearly became a fatality. After his new cycle was uncrated dockside, he filled the gas tank, mounted, and immediately ran into a "Dempsey Dumpster" when his throttle jammed.

prevented a flight-deck handling demonstration during this cruise. However, Motorcycle Patrolman Val Daniels of Oakland obtained one new cycle to use in making some of the following points on the second day of our 6-day cruise:

EQUIPPING A NEW BIKE — Buying a bike with two rear-view mirrors and turn signals will really pay off in your ability to safely cope with traffic situations. Side reflectors on a bike are an excellent idea for night-time visibility.

PROTECTIVE CLOTHING — Leather gives the best protection. Always wear a jacket and long trousers of a heavy material such as denim, if not leather. Gloves with long cuffs and eye protection are important accessories.

HELMETS — Any motorcycle rider who does not wear a helmet is a fool! Fifty percent of the motorcycle fatalities could have been prevented had the rider been wearing a helmet. I often see guys cruising around with their helmets hanging on the sissy bars. Who cares about saving the sissy bar?! The protection given by a Z90-approved helmet is vital to your survival. Just think of it this way—a fender-bender for a car is a fatality for a cyclist. . . .

NEW CYCLE RIDERS — When you get a new cycle, take some time to check yourself out on it before hitting the road. Your best bet is to get with an experienced cyclist and have him explain handling characteristics, rules of the road, and where to ride on a roadway. Find an empty parking lot and practice maneuvers (including hard braking), under his supervision. Before starting up, make sure you can work all switches and controls comfortably and without distracting attention from your driving.

Television aboard ship is an important part of the Navy man's life. Excellent facilities manned by an enthusiastic studio crew make possible first-rate ship-originated broadcasts, and rebroadcasts of stateside programs, all in color. Here patrolman Larry Oreglia is interviewed by popular newsman AE3 Dennis Bohannon, staff member of KENT-TV.

TIRE WEAR — Cycle tire wear is different than the wear that occurs on car tires. Often the shoulders of the front tire will wear down, while the middle tread remains about the same. If you do not check this regularly, you can lose your cycle in a turn—when the contact surface of the tire jumps from the good middle tread to the tire's bald shoulder.

VISIBILITY — Car drivers are not accustomed to looking for motorcyclists, so often don't even see them. Therefore, it's a good idea to make yourself as visible as possible. This includes burning your headlight all the time, and wearing a bright helmet.

The key to survival on a cycle is to develop a mistrust of all other drivers, and to avoid assuming they see you.

Preceding most talks given by the CHP Officers was a film made by the Patrol, showing results of some of the commonly made errors of California drivers. It was a disturbingly grim presentation that awakened a concern in most viewers for what causes accidents, and how to increase their chances for survival. The film also lent special credence to the words of the patrolmen who daily deal with many avoidable accidents.

DRIVER MAGAZINE AND THE NAVY

During the cruise I was curious to see if any copies of DRIVER had found their way aboard *Enterprise* to be read by our Navy friends. The results of my informal survey showed that several departments had received one or two copies, which were freely passed around. I found a lot of interest expressed in DRIVER by the officers and men after I discussed the magazine and the purpose of my visit during a shipboard TV news interview.

continued

Patrolmen Val Daniels and Phil Buttolph talk to a crewman of a Navy F-4 PHANTOM as the aircraft is prepared for launch. Individual rap sessions provided patrolmen and sailors alike with insights into the hazards and demands of each others' occupations. Emerging from a carrier 8 months at sea to face the saturated California freeway traffic takes more than a little adjustment.

Home at last! The last obstacle is cleared as the 90,000-ton **Enterprise** sails under the Oakland Bay Bridge. Clearance is so tight, the ship normally enters only during certain periods of ebb tide. Crew members outline the flight deck of a proud fighting ship.

Despite the increased activity during docking preparations, including launching operations and customs processing, the "At Sea Program" progressed full bore and continued to generate enthusiastic response from the men of *Enterprise*. A highlight of the program was a 90-minute TV appearance by patrolmen Val Daniels, Phil Buttolph, and Larry Oreglia. After some introductory remarks by each man, the program was thrown open to calls from anyone who cared to pick up one of the ship's 1600 telephones. Many of the questions dealt with California-peculiar laws; however, the following points of general interest were discussed:

Patrolman Larry Oreglia commented that the CHP has found the six primary accident causes to be driving while intoxicated, speeding, following too closely, unsafe lane changes, right-of-way violations, and slow-moving vehicles traveling in the fast lane.

A question was asked about the problem of vehicles squeezing in front of a car while the driver is trying to maintain a safe following distance. What should the driver do in this situation? The answer: "Keeping moving back to maintain that 'margin for error,' no matter how exasperated you may feel." According to the panel, cutting down following distance greatly increases the likelihood of an accident. Even allowing one car length for every 10 mph permits only half a second to react and stop at 60 mph.

RUNNING IN A PACK — This interesting question, concerning speeding en masse, was raised by a sailor: "If a driver is traveling with a group of cars all maintaining a constant speed in excess of the limit, is he immune from arrest?" 'Fraid not. According to Officer Buttolph, every driver in that group is subject to arrest as a lawbreaker, whether going 1 mile over the speed limit, or 20. Since it is not feasible for one officer to arrest a large group of drivers, patrolmen will often select one front-running driver out of a group of speeders and "nail him," hoping it will set an example and slow the others.

The CHP feels that "pack running" is a dangerous method of travel. If possible, a driver finding himself running with a group of cars should fall back away from the group in order to give himself added space. This technique of driving is emphasized by the CHP as being the safest. It is always better to be in a position to control events rather than let them control you.

continued on page 26

"I understand our Navy guys and Marines are bringing back a lot of motorcycles from overseas. That's a great idea!

"I really enjoy motorcycling, and belong to a base cycle club where I've learned some really good pointers about riding. For you men who have never ridden before, I know it's a big temptation to fill the gas tank, hop on, and take off just as soon as your machine is uncrated at home port. Well, let's back up a minute.

"Take the time to first learn something about how to handle a bike safely before 'putting all sheets to the wind.' An inexperienced rider can get into trouble so fast and in so many ways that I just dread thinking of what could happen on your first liberty.

"So, after you've met the entry and registration requirements, why not seek out some expert instruction on motorcycle riding—so you will be super-qualified when you apply for your cycle driver's license? It will really pay off.

"See you around!" •

DRIVING IN HOLLA

A delightful little country which offers new driving challenges for servicemen

by Lt Col JEROME C. GOODRICH
Chief of Transportation
377th Air Base Wing
Tan Son Nhut AB, RVN

Holland is. . .200-year-old windmills, wooden shoes, little Hans Brinker, canal waters shimmering in the moonlight, fields of colorful tulips and, for the young at heart, beautiful Dutch girls.

Holland is. . .cosmopolitan old Amsterdam, progressive Rotterdam, The Hague (city of art), and Delft (manufacturing site of famous Delft Blue pottery).

Holland is every bit the image formed by the rest of the world. And to Air Force people stationed at Camp New Amsterdam, near Soesterberg, this picturesque little country is home for a few pleasant years.

DRIVER visited Holland (more properly, "The Netherlands") to survey driving conditions in this most densely populated country of Europe and to pick up some tips on motoring among the Dutch—tips that could help blue-suiters safely negotiate "lowlands" roadways.

With MSgt Hobie Munger of the Hq USAFE safety shop in the driver's seat, we drove north from Ramstein through one of Germany's richest industrial areas, proceeded west along Autobahn E-36, entered Holland near Elten, and 2 hours later found Camp New Amsterdam nestled cozily among the tall trees of a wooded area.

When our 3-day visit was over, we concluded that, for the driver, Holland is a country of narrow, winding streets, heavy bicycle traffic, roads lined with tall trees, and slippery cobblestones.

"BROMFEITS"

To the newly arrived American, bicycles and "bromfeits" (bicycles equipped with auxiliary engines smaller than 50cc) undoubtedly represent the most conspicuous element of traffic in Holland. One reliable source told us that the Dutch own 7 million of these two-wheeled conveyances—that's a shade more than one for every two persons! And we'd guess that the health radiated by the hardy Dutch is due in no small part to the exercise and fresh air afforded by their "vehicles."

Special paths have been provided for bicycles and bromfeits—either separate from but paralleling the road, or separated by painted lines on the right side of the roadway itself. This is a great arrangement (one we'd like to see adopted on behalf of the growing throngs of bicyclists in the United States), but much care is needed at intersections where people using the bicycle paths must cross roadways used by regular motorists. Remember that when turning off a priority road, you must yield to cycles operating on the adjacent path. Only when you have made absolutely certain that you will endanger no cyclists may you continue to make your turn. Remember, too, that cyclists realize they have the right-of-way and often are neither prepared nor able to stop in time after that right-of-way has been violated.

While on the subject of right-of-way, as an American in Holland you'd best be prepared to relinquish yours often. The Dutch are a friendly people, but many of them undergo personality changes (similar to those which afflict many American drivers) when they get into their automobiles. Your car will have a BN or GN license plate on it. This tells the Dutch driver that you are an American, and he might well test your skill at yielding the right-of-way.

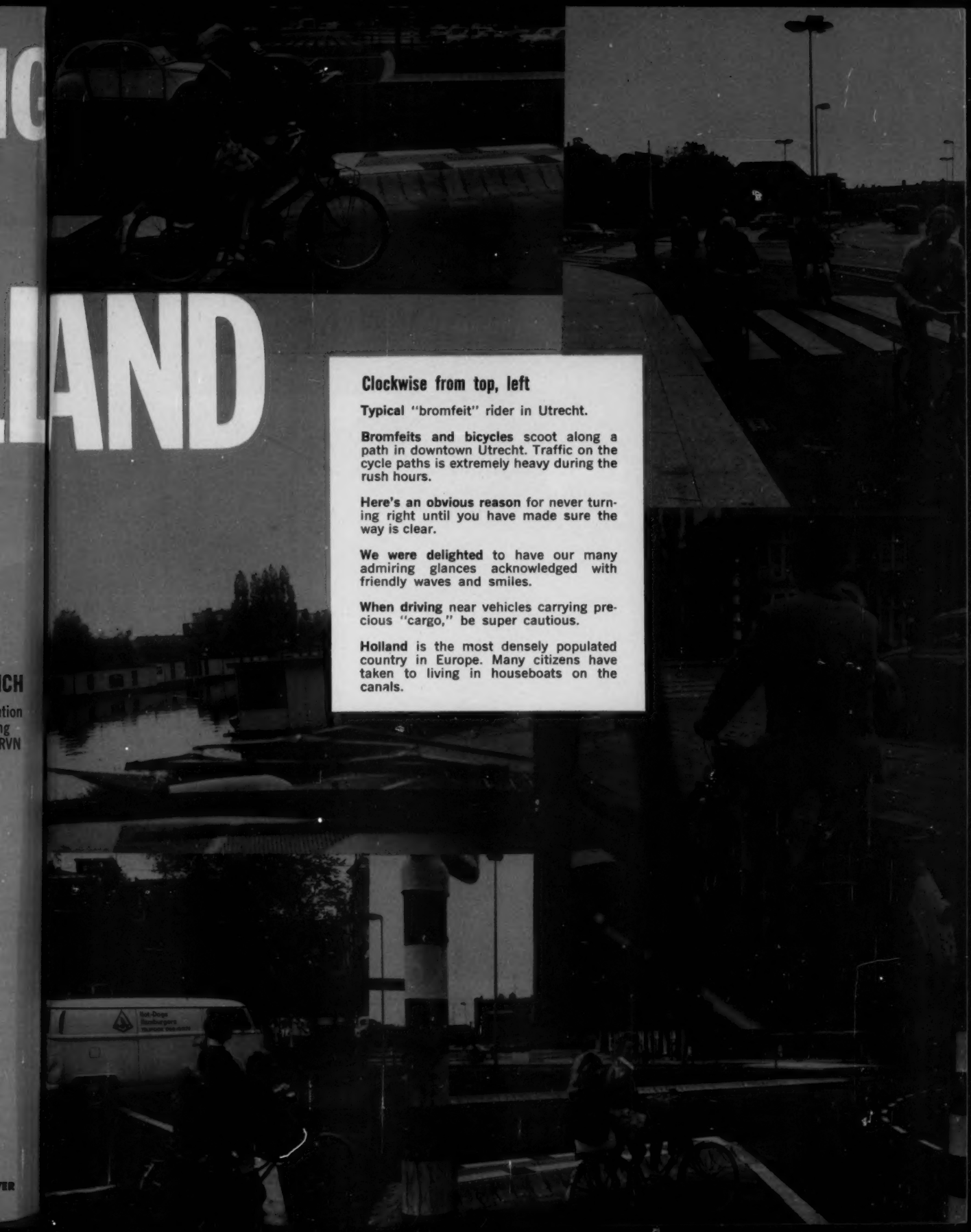
IMMOVABLE OBJECTS

The tall trees which line the roads of Holland (to promote water drainage, we were told) present another hazard for motorists—particularly those drivers who may be a bit drowsy, and especially after dark when these "immovable objects" melt into the blackness of the night.

At 0300 one morning shortly before our visit, an unfortunate sleepy airman piled his small sports car into a sturdy tree near the main gate of Camp New Amsterdam. This tragic ac-

continued

Majestic 200-year-old windmills, delightful plazas, and beautiful flower gardens . . . they're all part of picturesque Holland. And so are pretty young ladies. That's Ellen, our capable guide from the Camp New Amsterdam safety office, standing among the tulips at the magnificent gardens near famous Keukenhof.



Clockwise from top, left

Typical "bromfeit" rider in Utrecht.

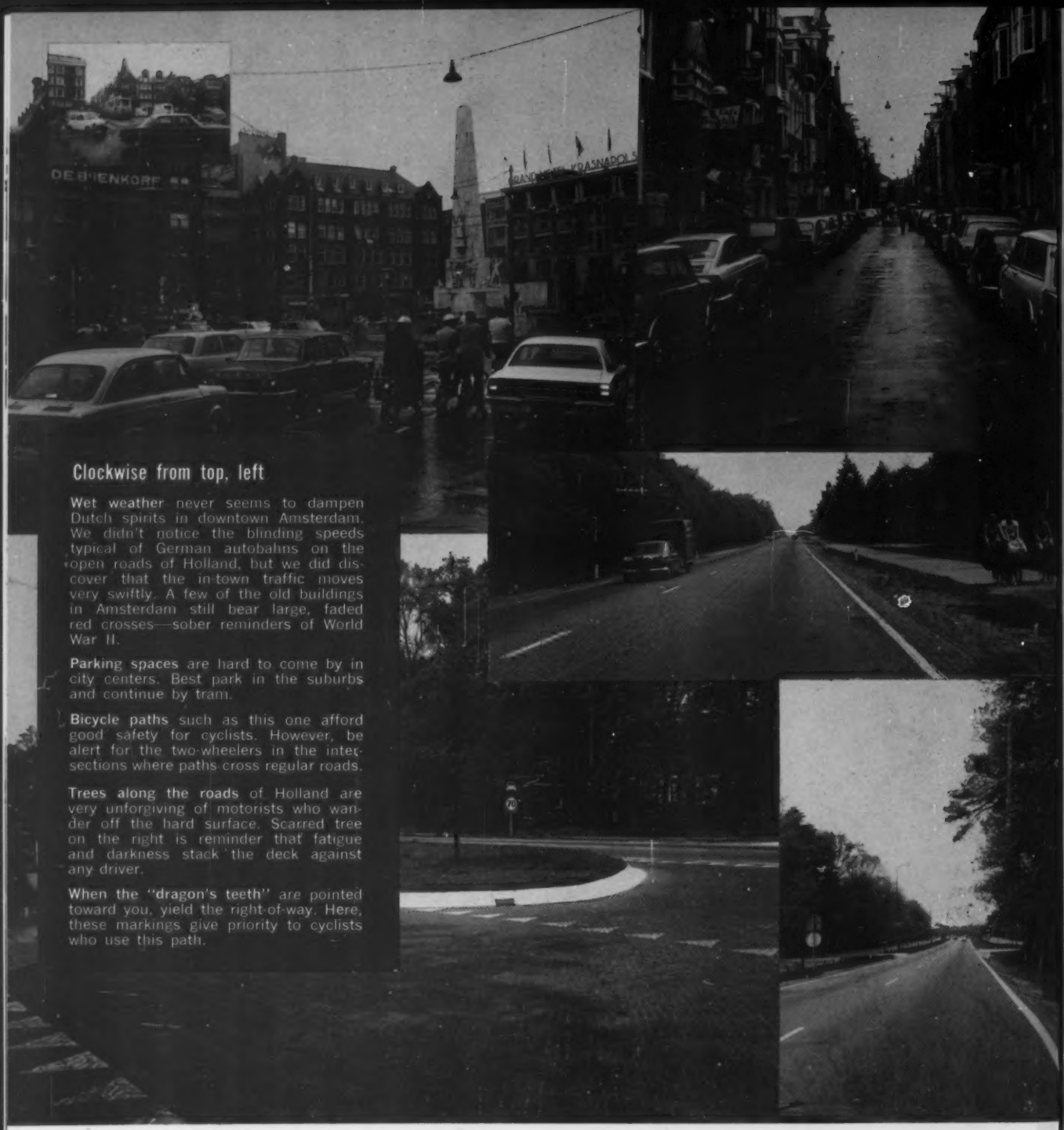
Bromfeits and bicycles scoot along a path in downtown Utrecht. Traffic on the cycle paths is extremely heavy during the rush hours.

Here's an obvious reason for never turning right until you have made sure the way is clear.

We were delighted to have our many admiring glances acknowledged with friendly waves and smiles.

When driving near vehicles carrying precious "cargo," be super cautious.

Holland is the most densely populated country in Europe. Many citizens have taken to living in houseboats on the canals.



Clockwise from top, left

Wet weather never seems to dampen Dutch spirits in downtown Amsterdam. We didn't notice the blinding speeds typical of German autobahns on the open roads of Holland, but we did discover that the in-town traffic moves very swiftly. A few of the old buildings in Amsterdam still bear large, faded red crosses—sober reminders of World War II.

Parking spaces are hard to come by in city centers. Best park in the suburbs and continue by tram.

Bicycle paths such as this one afford good safety for cyclists. However, be alert for the two-wheelers in the intersections where paths cross regular roads.

Trees along the roads of Holland are very unforgiving of motorists who wander off the hard surface. Scarred tree on the right is reminder that fatigue and darkness stack the deck against any driver.

When the "dragon's teeth" are pointed toward you, yield the right-of-way. Here, these markings give priority to cyclists who use this path.

A LOOK AT SOME TRAFFIC SIGNS YOU MAY SEE IN HOLLAND

Signs Giving Orders

Place sign (in built-up area maximum speed limit of 50 km).

Place sign (built-up area, part of a larger municipality; also speed limit of 50 km).

No moped-riding.

Colors: Black on white, with red border.

No cycling or moped-riding.

Colors: Black on white, with red border and bar.

All wagons, riding or leading animals prohibited.

All wagons, pedestrians, riding or leading animals prohibited.

Colors: Black on white with red borders and broken bars.

Road reserved for motor traffic

End of road reserved for motor traffic.

Colors: White on blue with red diagonal.

cident gives testimony about still another danger. With Amsterdam and Utrecht nearby, and the tendency of many Camp New Amsterdam people to remain in town till the wee hours, fatigue and road/weather conditions combine to cause many single-car accidents. It occurred to us that leaving the driving to train, tram, and bus drivers might be a better way to go, especially if some late-evening entertainment and social drinking are planned. We made extensive use of the various commercial means of travel and found them efficient and economical.

Lined with trees and historic gabled houses, the canals of Amsterdam provide a unique touch to a cosmopolitan city. Canals throughout Holland claim a number of vehicles every year. If you and your car should take an unexpected dunking, remember that (1) some breathable air will probably be trapped at the highest point inside the passenger compartment, and (2) you may not be able to open a door until you have rolled down a window to equalize pressure. And, naturally, you were wearing your seat belt and shoulder harness so that the rough ride into the water didn't knock you unconscious.

LAWS OF THE LAND

Motor vehicle laws are enforced rather rigidly in Holland. Break the speed limit and you'll likely receive a photograph in the mail, showing you in the driver's seat, your speed, the time, date, and place. An appropriate fine is inevitable. Fail to use your parking disc properly and you'll be 10 Guilders ($2.20) poorer. As for drinking drivers, well, the Dutch show little tolerance to them. Presumptive level in Holland is .8%.

Rightfully, the Dutch police are very tough on vehicle condition. Loud mufflers and worn tires attract gobs of attention. If you get stopped because of a bad muffler (and if your muffler is bad, you *will* get stopped), you'll probably have your entire car carefully inspected for defects. This happened to one sergeant, and he was required to change a smooth tire on-the-spot, perhaps preventing a serious accident.

TIPS TO REMEMBER

Our story would not be complete without a "grab bag" of motoring tips and traffic rules:

- As in other countries a primary cause for accidents in Holland is too much throttle for the road conditions. Cobblestones and asphalt roads that stay wet and slick most of the time are common throughout Holland, so there is a continuing need to make judicious use of your accelerator and brakes.
- Plan to obtain an international driver's license. This document not only helps you establish your right to drive if you are stopped by local police, but is also required for travel in non-NATO countries.
- Unlike the situation in Germany, good automobile insurance at reasonable rates is not difficult to obtain in Holland. But do check with the Vehicle Registration Office at Camp New Amsterdam to be sure you select a qualified company. And seriously consider buying a "full coverage" policy.
- If you are stopped for any reason by the authorities, be courteous and cooperative. Local police are empowered to take U.S. Forces personnel into custody for the purpose of delivering them to military authorities.
- Don't be disturbed by the European practice of flashing headlights, day or night, to signify intention to pass. Calmly give way to the right.
- Passing of trams is one exception to the never-pass-on-the-right rule. Normally, trams must be passed on the right; but where the space between the tram and the curb does not permit this, you may pass on the left. On one-way streets, trams may be passed on either side.
- In daytime, your headlights must be switched on whenever "heavy fog" (less than 200 meters visibility) is present. You'll encounter lots of fog throughout the year in Holland. As an informative booklet prepared by the security police and safety troops at Camp New Amsterdam points out, ". . .while hugging the right-side curb during foggy weather may be a good rule in the United States, in Holland this practice fails to account for the bicyclists who will invariably be between your car and the curb." Best bet is to get off the road when the fog is thick.
- Obtain a portable, reflectorized danger sign. Netherlands law requires you to carry one in your car and to use it if your vehicle should break down on the road.
- Drivers entering traffic circles have the right-of-way. Or, to put it another way, drivers in the circle must yield to those entering.
- Be alert for double train tracks. When a train has cleared the crossing, insure the second track is clear before proceeding.
- Be particularly watchful for pedestrians and cyclists at night. Pedestrians usually wear dark-colored clothing, and cycles are equipped with generator-powered lights which quit putting out when the bicycle stops.
- Plan your vacation travel well. From May to Labor Day, millions of tourists create major traffic jams on the roads of Europe.
- Use your seat belt *and shoulder harness*—they're your only hope if your car should meet up with some tall timber. It was in another fascinating country not too far from Holland, just across the North Sea, that a study by some savvy safety engineers revealed there have been no recorded fatalities to any car occupants who were wearing seat belts *and* shoulder harnesses in accidents at speeds up to 60 mph!

So concludes our brief look at driving in Holland. If you land an assignment in this delightful little country, we think you should consider yourself lucky. By all means, get out and see the sights. And if you will always be considerate and alert behind the steering wheel while you're touring the country, or just driving to work, you'll discover that lots of safe, enjoyable driving will highlight a great tour of duty. ●

Warning Signs

Dangerous streetcar crossing.

Dangerous streetcar turning.

Colors:
Red on gray with white border.

Opening or swing bridge.

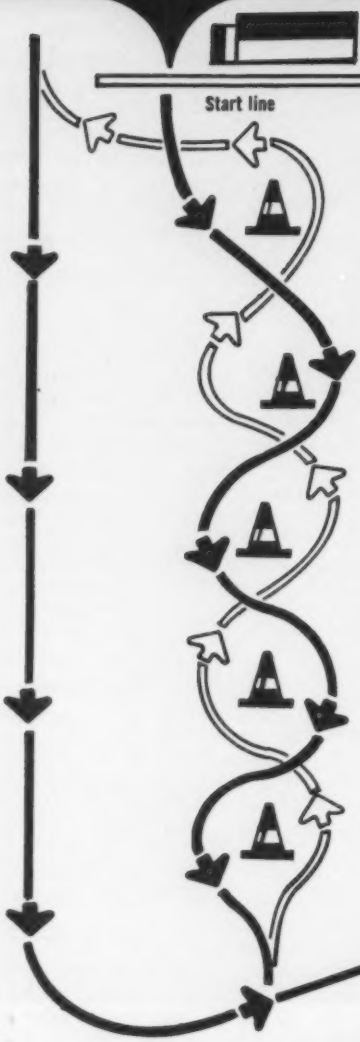
Quayside or river bank.

Colors:
Black on white with red border.

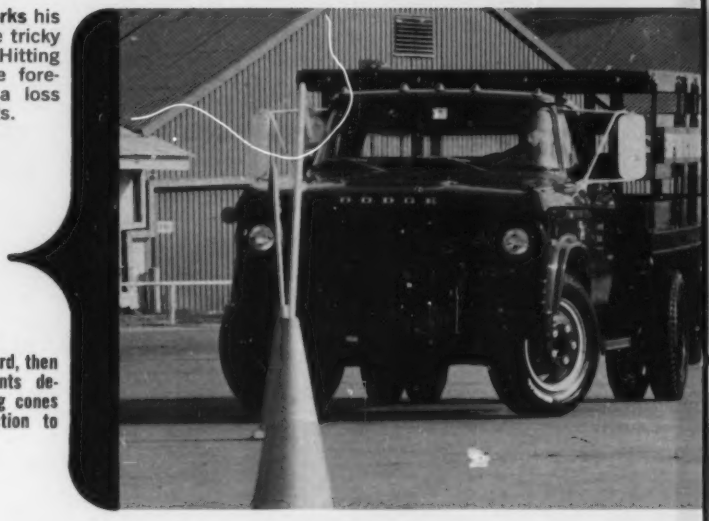
AUTOMOTIVDI

Anna Billett, the rodeo queen, officially launches the competition as master-of-ceremonies and transportation chief Lt Col Jerome Goodrich looks on.

First stop on the rodeo trail was a maintenance and appearance inspection. Anna Billett, the rodeo queen, adds a decorative touch to CMSgt Robert Ewing's thorough check of the vehicle.



A contestant works his way through the tricky slalom course. Hitting the cone in the foreground meant a loss of contest points.



Drive through forward, then back through. Points deducted for touching cones or reversing direction to realign vehicle.

A driver in the jeep category demonstrates parallel parking. Vehicle had to be stopped between 8 and 16 inches from the row of cones.

V DRIVING RODEO...

VIETNAM STYLE

Air Force photos by Sgt Gary J. Modick

Information courtesy Directorate of Information, Hq 7AF, Tan Son Nhut Air Base, Republic of Vietnam

There weren't any broncbusters, or even any 10-gallon hats on the Tan Son Nhut flight line. But there was plenty of first-rate driving in the military vehicle rodeo staged by the 377th Transportation Squadron—possibly the first such event ever held in the Republic of Vietnam.

It was strictly a fun affair, intended to promote traffic safety, improved driving skill, and better care of USAF vehicles. Competition was limited to drivers with no moving traffic violations during the past 2 years, and properly licensed to drive the rodeo vehicles. Forty-three of the best drivers on base entered the seven driving events. From jeeps through 1½-ton trucks, the driving "cowboys" competed for cash awards, plaques, and free dinners. There was even a rodeo queen on hand to help give out the prizes. It all added up to a big afternoon—so big, in fact, before the event was over, the troops were asking when the next "Rodeo" would be scheduled.

Planning began last October when a committee headed by the 377th's Capt Larry Roberson and SMSgt Horace Mock began working on an outline of the rodeo course. Air Force-wide rodeos are a thing of the past, but some squadron veterans remembered details of the obstacle layouts and course measurements. Backed up by the enthusiastic support of Colonel Charles D. Gunn, Jr, Base Commander, the troops drew up a tricky course and set it up on a ramp adjoining the Tan Son Nhut flight line.

TRADITION IS SERVED

The rodeo opened with the traditional driver meeting, first step for any automobile sporting event. Lt Col Jerome C. Goodrich, originator of the rodeo (and former DRIVER magazine Editor), explained its two-fold purpose: to promote better driving practices among assigned personnel, and give licensed drivers a chance to demonstrate their skill.

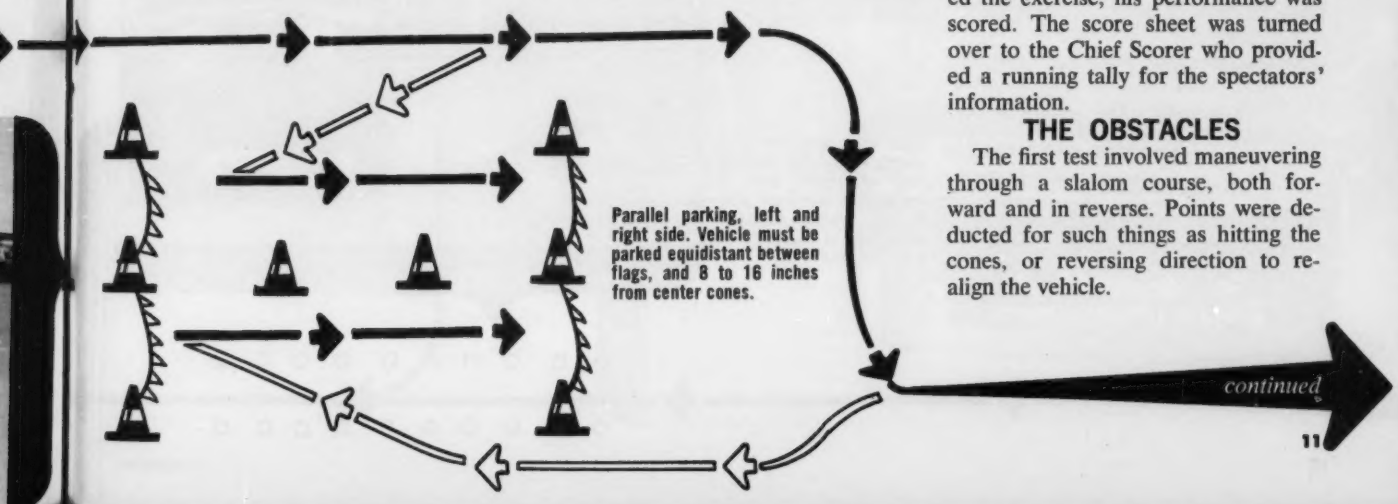
To point up the emphasis on care of vehicles by the drivers, the competition began with each driver presenting his vehicle for a maintenance and appearance inspection. Four specialists from the 377th's Vehicle Maintenance Branch swarmed over each entry, checking cleanliness, appearance, lights, horn, tire pressures, and such. As the driver pulled away from the inspection line, he was checked to see if he had buckled his seat belt.

Each man started with a score of 700 points. Points were deducted for inspection discrepancies, and less-than-perfect driving form in the exercises. The entrant with the most points at the end of the inspection and driving tests was declared the winner in his category.

Judges (volunteers from the 377th Hq and Safety Sections, Transportation and CAM Squadrons, 2d Aerial Port Group, and 8th Aerial Port Squadron) were assigned to each obstacle. As the competitor completed the exercise, his performance was scored. The score sheet was turned over to the Chief Scorer who provided a running tally for the spectators' information.

THE OBSTACLES

The first test involved maneuvering through a slalom course, both forward and in reverse. Points were deducted for such things as hitting the cones, or reversing direction to realign the vehicle.



Parallel parking, left and right side. Vehicle must be parked equidistant between flags, and 8 to 16 inches from center cones.

continued

Next came a left- and right-hand parallel parking exercise. Drivers had to back into and stop in the center of two rows of flags—and 8 to 16 inches (no more) from a "curb" designated by a row of cones.

The third obstacle required the competitors to back into a narrow stall, and demonstrate depth perception by stopping as near as possible to a marked line.

For the fourth test, a row of tennis balls had been set up so as to provide a 2-inch clearance for the right-side tires. The entrants lost points for each ball knocked out of place as the driver went through the lane.

The competitors were then confronted with a minimum-clearance drive-through lane. The picture on this page shows just what we mean by "minimum."

The next-to-last obstacle consisted of three rows of cones marking two narrow driving lanes. As the drivers approached, judges signaled with their flags calling for quick, evasive lane changes. Knocking down the cones or making indecisive moves served to cut down their scores.

The last exercise called for the drivers to zoom up to the finish line —and stop with no more than a 12-inch interval between the front tires and the line.

CALLING ALL BICYCLES

To provide a contrast from the careful driving called for by the obstacle course, a special bicycle race was held on a 50-yard course. But instead of smoking up the track, the winner was the entrant who crossed the finish line *last*. The efforts of the contestants to avoid "losing" the race were a hilarious contrast to the superior driving skills of the rodeo drivers.

As the rodeo date approached, so many competitors were working so hard to enter outstanding vehicles that a "best looking" vehicle category was added. Typical of the contestants' enthusiasm was the 377th Traffic Management Office team. Team members worked until midnight, every night for nearly a week readying their 1½-ton stake truck for the contest. The "pit crew" (wearing red berets, no less) delivered the truck to the rodeo site on a flatbed truck, just as a race car is hauled to the track. When the team tied for first place, they loaded their truck back onto the trailer and led a victory parade through the base.

In the words of a happy spectator: "It was a great event, a soft-sell promotion of good driving practices, and good operator care of USAF vehicles. But more than that—it was lots of fun." ●

(right)
TWO-TIME WINNER—The pit crew of thi 1½-ton stake and platform truck pre pare to unload the vehicle at the rode site. This truck was spirited to victory i its class by TSgt Paul Davenport, an also tied for first place in the best-look ing vehicle category.

The "winner" crossing the finish line in the slow bicycle race is actually the loser. Capt Charles Whittier (background) was the last to finish and therefore won the race.

Row of tennis balls provided a 2-inch clearance for the right-side tires. The flying balls meant that the driver was losing competition points.

Right front and right rear wheels must travel through rows of tennis balls—2 inches clearance each side of tire. Points deducted according to number of balls knocked over.

WINNERS

TAN SON NHUT AB RODEO, 9 JAN 72

M151 Jeep:
1st — Sgt Sidney Earls, 377th Transportation Squadron
2d — SSgt Robert E. Antle, 8th Aerial Port Squadron

Commercial Jeep:
1st — Capt Robert D. Johnson, 377th Supply Squadron
2d — Sgt Damon Wickare, 377th Civil Engineering Squadron

Sedan/Station Wagon:
1st — A1C Devant G. Bryant, 8th Aerial Port Squadron
(Note: Only entry in this category; two other competitors had to drop out at last minute due to mission requirements.)

Pickup, 3 Passenger:
1st — Sgt Carl Fulcher, 377th Supply Squadron
2d — Sgt Wallace McKowen, 377th Transportation Squadron

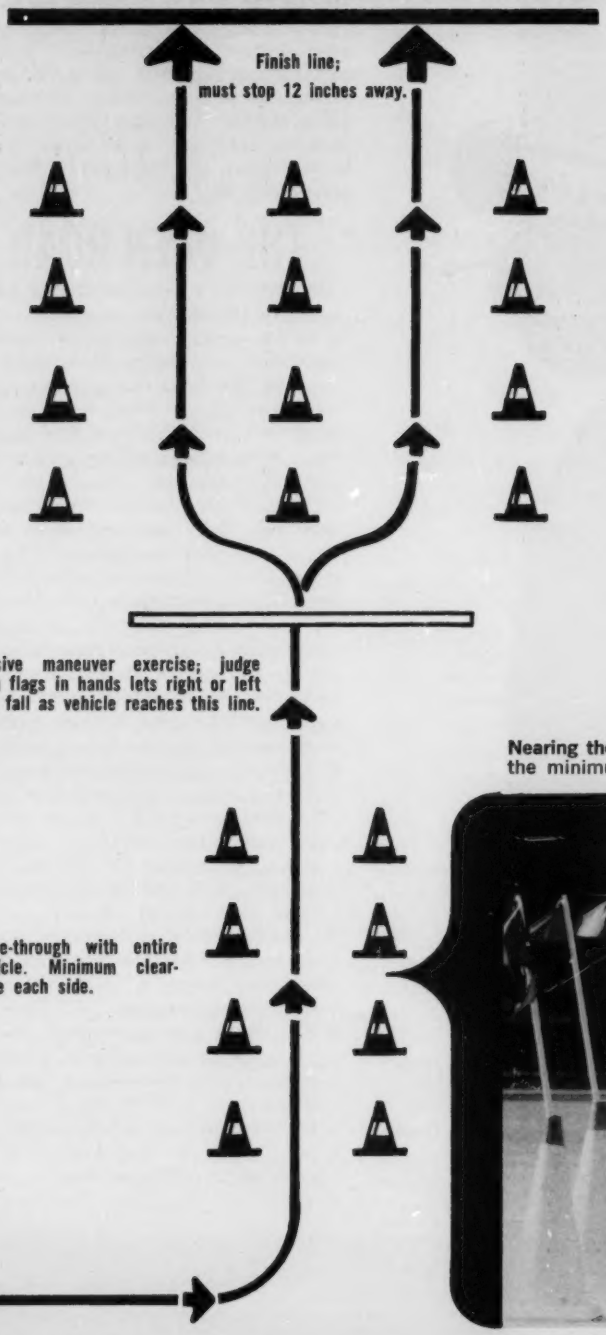
Pickup, 6 Passenger:
1st — SSgt Jackie O. Hueback, 377th Hq Squadron
2d — SSgt Roger B. Holt, 600th Photo Squadron

Step Van:
1st — Sgt Ronald Hamner, 8th Aerial Port Squadron
2d — A1C Kenneth C. W. Suhr, 377th Hq Squadron

1½-ton Stake and Platform:
1st — TSgt Paul E. Davenport, 377th Transportation Squadron
2d — SSgt Edgar J. Arbogast, 6994th Security Squadron

Bicycle Slow Race:
1st — Capt Charles E. Whittier, Hq 7AF
2d — SSgt John H. Martin, 377th CAMS

Best-looking Vehicles:
1st — Tie:
TSgt Paul E. Davenport driving 1½-ton S&P 70B3387;
Sgt Sidney Earls driving M151 Jeep 67K1422
2d — Sgt Ronald Hamner driving Step Van 67B9987


Finish line;
must stop 12 inches away.
Evasive maneuver exercise; judge with flags in hands lets right or left arm fall as vehicle reaches this line.
Drive-through with entire vehicle. Minimum clearance each side.

Nearing the end of the competition course, a driver maneuvers through the minimum-clearance drive-through lane. Minimum is the word.

Adapted from CYCLE NEWS. Permission from Bill Kaysing and the Parkhurst Publishing Co gratefully acknowledged

INTELLIGENT MT

by Bill Kaysing

This is the first of a series on safe motorcycling. The author is a veteran motorcycle enthusiast. Since 1940 he has owned some 25 machines, and has ridden in many cycle events. Bill has never had a serious accident, but says, "I've been thrown off more times than I can remember."

THE OPEN ROAD

You are tooling along on your immaculate new motorcycle early one clear morning, passing through a peaceful residential neighborhood. Without warning the quiet is shattered as a wolf-sized German Shepherd lunges toward you from between two parked cars. With blood-curdling growls and glistening fangs the animal vents his rage upon his prey. . .your cycle.

If you don't pass out from fear, you may survive the onslaught. In doing so, you will have experienced just one of the unique hazards confronting the two-wheeled rider. These hazards cause many single motorcycle accidents yearly, and are good reason for the cyclist to be constantly alert. Some other common road hazards include:

- Holes and breaks in the road surface.
- Railroad and streetcar tracks.
- Foreign objects, such as bottles, cans, lumber, brick, and wire, as well as hubcaps, wheels, mufflers, tailpipes, and other objects that can fall suddenly or be thrown in your direction from other vehicles.
- Animals, birds, and reptiles.
- Parked vehicles, low branches, wire stretched across a road, and other unexpected obstacles.
- Sluiceways and speed traps (humps or ridges to slow vehicles or break their springs/axles), and drainage dips.

However, not all road hazards will cause a rider to lose control of his bike. Overcoming or avoiding them is

MOTORCYCLING

Although hardly a "monster," this pooch can cause a motorcyclist some real problems. Not only is the rider's attention taken from his driving, but it is hard to maintain control of the vehicle while fending off the attacker. Best bet is to outdistance the animal if you can't scare him off by revving your cycle engine.

partially a matter of mastering the predictable variables. These include a rider's skill exhibited in relation to speed, type and condition of cycle, tire tread pattern, condition of tires, plus the size and shape of the pavement defect or obstacle. Most riders have had the humiliating experience of spilling at 2 mph, as a result of a bike's lack of low-speed stability. I experienced such an embarrassment while riding double down a steep mountain road on a '39 Harley "45." The road made a sudden turn, revealing a large, curved section of asphalt washed up by recent rains. A fast slowdown didn't prevent the curved section from catching my front wheel at an angle that turned it sharply to the right, causing the bike to spill unceremoniously against the mountainside. We suffered only a few cuts and bruises, but it could have been more serious. Had the wheel been deflected toward the other side of the road, I would have faced the possibility of navigating an unfenced, 100-foot drop-off.

No cyclist should assume that the road surface will be safe for riding, but he must watch the surface carefully as far ahead as his speed and vision will allow. You can spot hidden defects by watching for cracks, bits of asphalt or concrete, and water seepage. In most cases the potential hazard can be avoided by turning right or left. But what if the break is a foot deep, all the way across the road? A complete stop is best, if possible. If you can't stop, then "riding" it out without applying brakes is sometimes advisable. Anyone who has ridden or spectated at a cross-country race event such as a hare-and-hound or enduro knows that a fast-moving motorcycle is a fine double gyroscope, extremely difficult to upset. Your machine may buck and fly through the air when you hit the break, but the odds are in your favor that it will come down pointed dead ahead. If the break is so deep and wide that you can't make it, you may be faced with "laying it down," but you'd better be experienced and properly attired. Otherwise, it might be best to ride off the road.

Concrete sluiceways at intersections of asphalt streets are a special threat to motorcyclists. These wheel-catchers are just about the same width as the average motorcycle tire, which falls in and is held securely while the bike loses all stability. These crevices are death-traps, and you should handle them as you would a streetcar track, railroad track, or similar wheel-grabber; cross them at right angles or as nearly so as possible. In wet weather, be doubly careful.

Cans, bottles, and other large objects on the roadway can generally be avoided by the alert cyclist. Small pieces of glass and other debris, however, are hard to detect soon enough to avoid. If you know you've run over a sharp or piercing object, stop at the earliest opportunity and examine your tires carefully. If you have contacted a sharp-edged object such as a brick, and you're not sure of the damage, remove the wheel and tire and examine the rim and tube.

A long piece of wire can be caught up by a spoked wheel or the chain. It can be spun up on the axle or around the sprocket almost instantaneously. Even at 30 mph, the average motorcycle wheel turns seven times per second. And, since tightly wound wire can produce the same effect as locking the brakes, look sharp!

Then there is the nail hazard. Since nails are almost impossible to see while you are riding, you are bound to pick up a few from time to time. So your only protection is regular inspection. Make it a habit to examine your tires during rest stops and after a trip, while your machine is on its stand. Turn the wheels slowly and look carefully. Remove any glass or metal with a pair of needle-nose pliers, then check the air pressure to make sure your tubes haven't been punctured.

More dangerous than objects lying in the road are the chunks of junk that occasionally fall off our four-wheeled adversaries. This can happen with astounding speed and without warning. I recall one instance on the freeway when a large hub cap whirled off an approaching car and spun through the air like the blade of a giant chrome meat slicer, barely missing several cars—and yours truly. There is little defense against this type of mishap. However, should you happen to see something dangling from a car ahead, or in the approaching lane, stop and take cover; or, if you think it is safe to do so, pass the disintegrating four-wheeler and indicate in some manner to the driver that he is about to lose something. Keep an eye on trucks loaded with loose boxes, and cars bearing mattresses tied on with twine. Such falling objects would be trouble enough for a following car, but could really cause a big hurt to a motorcyclist.

continued

If the rider plans to turn right at the stop sign, there's NO WAY he can avoid this mini-lake. This situation could result in a bad spill if the puddle were located in a curve, on the open road. Here it might be difficult to reduce speed in time to travel safely through the water in a straight line. The rider approaching the stop shown here should maintain a reduced speed and keep his cycle traveling in a straight line after completing the stop and turn, to avoid a spill with wet tires.

At slow speeds the gyroscopic effect of a cycle's spinning wheels is lost, and the bike becomes unstable. This doesn't mean you should maintain high speeds most of the time; just be aware of the low-speed handling characteristics of your bike, and allow for them.

continued

INTELLIGENT MOTORCYCLING

Topping the list of unpredictable hazards are cats and dogs. Cats are forever running races to see if they can make it across the road or street in front of moving vehicles. If you can't swerve safely to miss a speeding cat, or brake to give it a margin of safety, it's best to hold the bars firmly and plow through—sad, but better than hitting a car, tree, or person.

Dogs, especially the larger ones, present a more formidable problem. Many dogs have a thing about bikes, as illustrated earlier. It is said that the high-frequency sound emissions from cycle engines annoy them to the point they will attack the source. Whatever the reason, it can be dangerous when a large dog charges out from concealment to startle and attack a passing motorcyclist, or one awaiting the green signal. One solution is to twist the throttle and outdistance the snarling brute. But if you're idling at a light, you're in a tight spot. You can try gunning your engine to frighten him away; then apologize to nearby fellow motorists for making so much racket. This is where tough riding boots and gloves come in handy; the ruffled canine might tire of chewing the leather and retire by the time the light goes green. If you become engrossed in fending him off while you're riding, you may run into an even more dangerous obstacle. Actor/cyclist Keenan Wynn, in his autobiography, tells of such an accident.

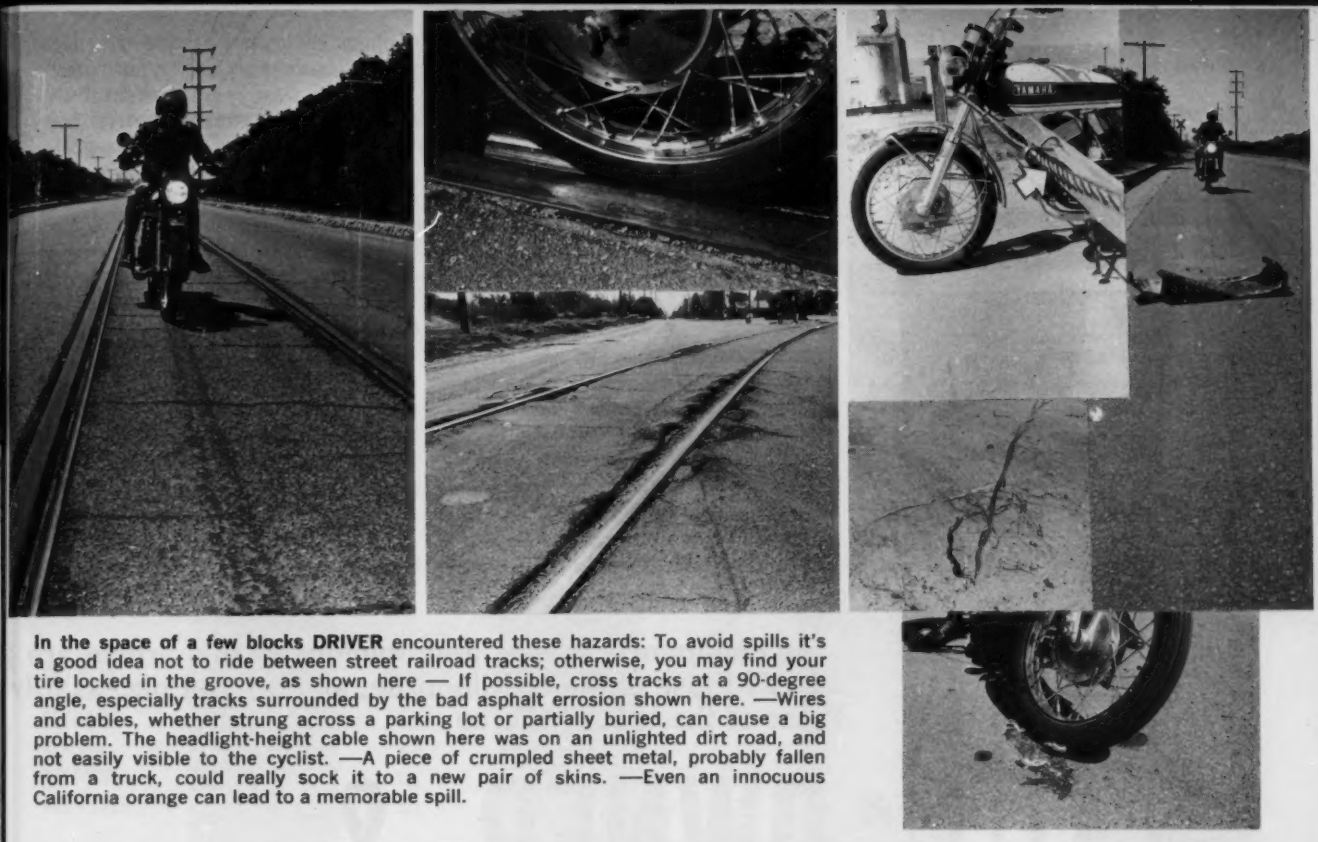
"On Sunset Boulevard a dog ran out alongside me, barking. I glanced down at him and pushed out a leg to keep him away. In front of me, a car suddenly swung out in a U-turn, unnoticed by me. I slammed head-first against a door handle. That was all I remembered. . . ."

Keenan, a staunch apostle of motorcycling, nearly died from his injuries.

Some hounds have been in training for years, and chase cyclists with real skill and accuracy. This type "leads" his victim in the manner of an AA gunner, then matches the cycle's speed before closing in for the bite. The trick here is to shut off when you see Bowser on the horizon, lining you up in his sights. Then, just as he comes alongside, pour on the coal; this shakes all but the most highly skilled. Turning toward a dog as he runs alongside to startle him back to the curb is not recommended because some dogs will panic and run under your front wheel and spill you. Other barkers and biters are kamikaze types, and simply dive in without thought of injury. The best defense here is to place your feet on the bars and bore through.

One of the greatest single causes of motorcycle spills is a slippery road surface. And it doesn't have to be very slippery, since only a few square inches of tire tread are in contact with the road at any given instant. In addition, when you are braking, a slippery surface can easily "lay it down" for you without your help. There are few riders who can sense the instant when traction is about to be lost between the tire and the road. Such lucky individuals are the world's fastest car and motorcycle drivers. It would be best for the average motorcycle rider's health and welfare for him to stay *well within* the limits of traction, far enough within the limits that any additional friction-decreasing elements will not cause a spill. These elements include water, oil, mud, ice, sand, gravel, wet leaves, chemicals, small branches, and stones, to list only a few. The rider must be constantly on his guard to detect in advance any of the "lubricants" in his path.

A case in point—I had traveled a winding road in Topanga Canyon, California, for many years without incident, until one chilly morning when the front wheel touched a small patch of glare-ice on a banked curve. . . crash-bang against another mountainside! Another time, while winding up a steep road into the Simi Hills, a banked curve I took at too steep an angle resulted in a bad spill which damaged both me and my bike. Why? Well, when you are accustomed to a certain degree of bank at a certain road temperature, maintaining this same bank after the sun has heated the center oil slick will produce a swift crash—without warning. What to do? Again, a rider (no matter what his experience or skill) must constantly



In the space of a few blocks DRIVER encountered these hazards: To avoid spills it's a good idea not to ride between street railroad tracks; otherwise, you may find your tire locked in the groove, as shown here — If possible, cross tracks at a 90-degree angle, especially tracks surrounded by the bad asphalt errosion shown here. —Wires and cables, whether strung across a parking lot or partially buried, can cause a big problem. The headlight-height cable shown here was on an unlighted dirt road, and not easily visible to the cyclist. —A piece of crumpled sheet metal, probably fallen from a truck, could really sock it to a new pair of skins. —Even an innocuous California orange can lead to a memorable spill.

observe and evaluate the road surface for any and all indications of a substance or condition which will reduce needed traction.

Another important factor to be considered is air pressure and condition of your bike's tires. It is false economy to ride on motorcycle tires that have lost their tread; particularly when the sides of the front tire are worn, since the sides provide needed traction during turns. Neither should the rear tire be smooth, since you need "bite" for braking as well as for accelerating, especially out of turns. Air pressure is an extremely important factor, since only a few pounds difference can vary the amount of tread in contact with the road surface. Keep your tires inflated to the pressure specified by the manufacturer for the weight of rider(s) and load. Tire pressures too high and too low are equally bad. If too high, your tread won't grip the road surface, and you're a candidate for a spill; if too low your tires will wear out quickly, won't grip the road properly, and may rotate on the rims. I was carrying a passenger, following a hill-climbing session at Girard's White Rock, and the tire pressure was low. During acceleration out of a turn, the tire rotated on the rim and pulled the tube stem out. The tire went flat at 45 mph, throwing the machine into a near-disastrous spill. I stopped sliding just short of a large and solid sycamore, and my passenger was barely missed by an oncoming car.

THE MORAL:

Don't ride on low tires. Buy an accurate tire gage and check your own tires regularly and often, taking into account loading as well as ambient temperature.

Then there are the rarely encountered hazards. . .little latent catastrophes that you wouldn't think could happen to you. They are worth mentioning because they have happened to the author and others, and *can* happen to you. Here are some examples:

- When riding down fire roads, access roads, or even out of parking lot exits, watch for chains or cables stretched across them. Such obstacles have ended several riders' lives or riding careers.
- If someone is sitting in a parked car, watch for a door to fly open just at the wrong time. . .like when you're passing.
- The painted divider strip down the center of just about any road is as slippery as a pig dipped in chicken fat. Stay off it!
- When riding through a forest, watch for low branches or, in windy weather, the falling kind.
- Some roads have a sawed expansion joint cut into the center. Stay clear. A good friend of mine had his bike thrown into a speed-wobble (violent oscillation of the front wheel) which ended only when the machine went over and nearly killed the driver.
- Birds sometimes miscalculate your approach and take off directly into your path. I once had the jarring experience of a small bird bouncing off my helmet. The bird fell dead, but a large bird could stun the rider.
- Don't ride at high speed down unfamiliar roads—or any roads at night. You can't see all of the daytime hazards, but they are there. One past member of our cycle-riding fraternity rode too fast one night and failed to see the dim lights marking a large street excavation.
- It's safe enough for an experienced cyclist to ride on pavement wet from rain—*if* he has waited 15 minutes or so for the rain to wash away the road film. It's the film dampened by road sprinklers, light rain, or morning dew that will throw you.

As a last reminder—expect the unexpected; ride attentively and defensively, wearing safety goggles, a Z90-approved helmet, and rugged clothing, gloves, and boots, and you will have a long and happy life aboard the most fun-filled vehicles ever invented. ●

YOU: OWNER & OPERATOR

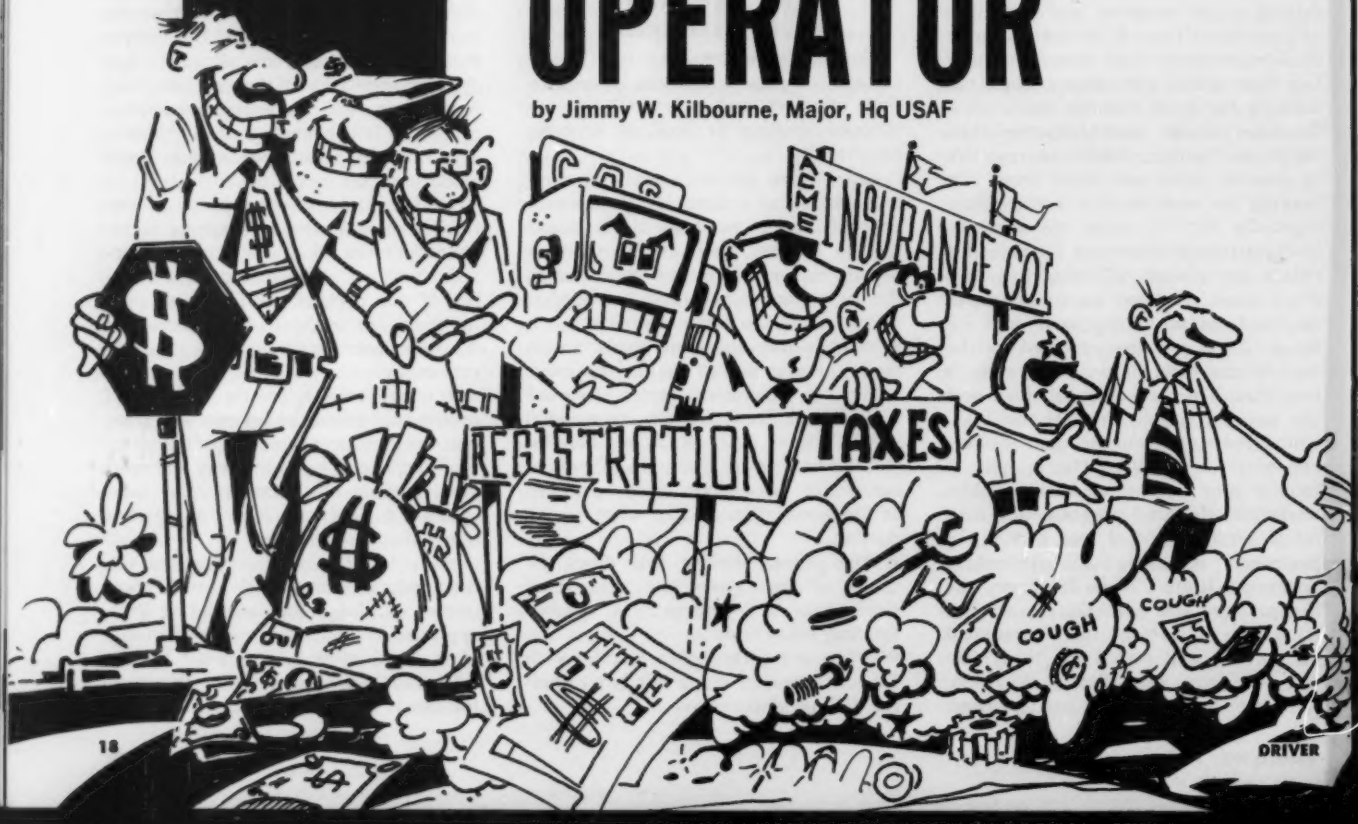
by Jimmy W. Kilbourne, Major, Hq USAF

Hopefully, you read the "One Step Ahead" articles in the Feb, Mar, and May issues, and saved money in the auto-buying ritual, paid cash (or financed your purchase at the local credit union), and avoided the auto-insurance pitfalls. But there's much more to automobile ownership than merely saving money. Before you can register/operate an automobile, you must comply with a myriad of legal requirements. This article emphasizes your role as a driver, and examines various automobile safety, registration and insurance requirements.

The most important aspect of automobile ownership regarding safe driving is YOU. Specifically, what can YOU do to insure the safety of yourself and that of everyone concerned? Follow these safe-driving practices; they're more than just "great truths":

- Always wear crash restraints.
- Don't drive after you have been drinking.
- Don't exhaust yourself on long trips.
- Keep yourself in safe driving condition with regular health checkups.
- Wear glasses while driving, if you need them.
- Slow down in poor weather, or when road conditions are bad.
- Be alert for pedestrians or cycle riders along the road.
- Never leave small children unattended in any automobile, particularly in one having power windows.
- Never leave your car when the engine is running or the keys are in the ignition switch.

The comments, advice, and opinions in this article are strictly those of Major Kilbourne, and are not necessarily those of the U.S. Air Force



- Keep vent or windows open to minimize carbon monoxide, especially when smoking.
- Use your four-way flasher when stopped on or near open roadways.
- Know the correct emergency procedure for a stuck accelerator (get into neutral, and turn off ignition as soon as it is safe to do so).
- Always close and lock your automobile doors.
- Keep your automobile in good shape (more on this later).

Seat belts and/or shoulder harnesses keep you and your passengers from being thrown about in the event of an accident. People continually survive crashes at speeds up to 60 mph when wearing seat belts, and at even higher speeds with both belts and shoulder harnesses, while their unrestrained friends are sometimes killed in crashes at 12 mph! They can also hold you at the controls of a vehicle long enough to possibly recover control of the vehicle in an emergency situation.

Of course, we know that drinking plays a major role in half of ALL multi-vehicle fatal crashes, and two-thirds of the fatal crashes in which only one car is involved. The following kinds of driver irresponsibility also generate frequent accidents:

- Refusal to yield right-of-way.
- Tailgating.
- Violating maximum speed limits.
- Driving on the wrong side of the road.
- Ignoring stop signs or signals.

All states require you to obtain an operator's license prior to operating an automotive vehicle on a public roadway, and to undergo various written, oral, driving, and eye examinations. Most states require renewal examinations at varying intervals. All states also require accident reports in case of injury or death to anyone involved; for damage, only if it exceeds the dollar amount shown in the accompanying chart.

Finally, the myriad of safety, registration, and insurance data mentioned earlier has been consolidated in the chart. Although it contains general information about the United States, local requirements vary somewhat. Therefore, check with the Armed Forces Police and/or local authorities concerning unusual residency requirements or inspection procedures. •

STATE	Liability Insurance Requirements	Certificate of Title Required	Who gets license plates when used car is sold	Auto Inspection Requirements and Frequency	Damage Requiring Accident Report	Preliminary Report Required *3	Time Limit for Filing Written Report
ALABAMA	10/20/5	No	Buyer	No *1	$50	Yes	10 days
ALASKA	15/30/5	Yes	Buyer	No *1	200	No	Immed
ARIZONA	10/20/5	Yes	Buyer	No	100	Yes	5 days
ARKANSAS	10/20/5	Yes	Seller	Yes/Annually	50 Prelim 100 Written	Yes	5 days
CALIFORNIA	15/30/5	Yes	Buyer	Random *1	200	Yes	15 days
COLORADO	15/30/5	Yes	Seller	Yes/6 month	100	Yes	10 days
CONNECTICUT	20/20/5	Yes	Return to DMV	*2	200	No	5 days
DELAWARE	10/20/5	Yes	Buyer	Yes/Annually	25 Prelim 100 Written	Yes	5 days
WASH, DC	10/20/5	Yes	Seller	Yes/Annually	100	Yes	5 days
FLORIDA	10/20/5	Yes	Buyer	Yes/Annually	50	Yes	5 days
GEORGIA	10/20/5	Yes	Buyer	Yes/Annually	25 Prelim 100 Written	Yes	10 days
HAWAII	10/20/5	Yes	Buyer	Yes/Annually or 6 months if 12 years old	100	Yes	N/R
IDAHO	10/20/5	Yes	Seller	Yes/Annually	100	No	5 days
ILLINOIS	10/20/5	Yes	Seller	No *1	100	Yes	10 days
INDIANA	10/20/5	Yes	Seller	Yes/Annually	50	Yes	5 days
IOWA	10/20/5	Yes	Buyer	No *1	100	Yes	1 day
KANSAS	10/20/5	Yes	Seller	No	100	No	5 days
KENTUCKY	10/20/5	Yes	Buyer	Yes/Annually	100	No	10 days

continued

STATE	Liability Insurance Require-ments	Certificate of Title Required	Who gets license plates when used car is sold	Auto Inspection Requirements and Frequency	Damage Requiring Accident Report	Preliminary Report Required *3	Time Limit for Filing Written Report
LOUISIANA	5/10/1	Yes	Buyer	Yes/not specified	100	Yes	N/R
MAINE	20/40/10	No	Seller	Yes/Annually	100	Yes	2 days
MARYLAND	15/30/5	Yes	Seller	No, except used autos being resold	100	No	15 days
MASSACHUSETTS	No fault	No	Seller	Yes/6 month	200	No	5 days
MICHIGAN	10/20/5	Yes	Seller	No *1	200	Yes	30 days
MINNESOTA	10/20/5	Yes	Buyer	No *1	100	Yes	Immed
MISSISSIPPI	5/10/5	Yes	Buyer	Yes/Annually	50	No	1 day
MISSOURI	10/20/2	Yes	Seller	Yes/Annually	100	Yes	10 days
MONTANA	10/20/5	Yes	Seller	No	100	Yes	N/R
NEBRASKA	10/20/5	Yes	Seller	Yes/Annually	100	No	10 days
NEVADA	15/30/5	Yes	Seller	No	25	Yes	10 days
NEW HAMPSHIRE	15/30/5	Yes	Seller	Yes/6 month	100—50 if uninsured	No	5 days
NEW JERSEY	10/20/5	Yes	Seller	Yes/Annually	200	Yes	5 days
NEW MEXICO	10/20/5	Yes	Buyer	Yes/6 month	25	Yes	5 days
NEW YORK	10/20/5	No	Seller	Yes/Annually	200	No	10 days
N. CAROLINA	10/20/5	Yes	Seller	Yes/Annually	100	No	1 day
N. DAKOTA	10/20/5	Yes	Buyer	No	50	Yes	5 days
OHIO	12.5/25/7.5	Yes	Seller	Random *1	100	No	30 days
OKLAHOMA	5/10/5	Yes	Buyer	Yes/Annually	100	No	10 days
OREGON	10/20/5	Yes	Buyer	No *1	Any	Yes	N/R
PENNSYLVANIA	10/20/5	Yes	Seller	Yes/6 month	100	No	5 days
RHODE ISLAND	10/20/5	No	Seller	Yes/once to twice annually	150	Yes	10 days
S. CAROLINA	10/20/5	Yes	Buyer	Yes/Annually	100	Yes	5 days
S. DAKOTA	10/20/5	Yes	Buyer	Yes/Annually	100	Yes	5 days
TENNESSEE	10/20/5	Yes	Seller	No *1	100	No	10 days
TEXAS	10/20/5	Yes	Buyer	Yes/Annually and after an accident	25	Yes	10 days
UTAH	10/20/5	Yes	Seller	Yes/once or twice annually	100	Yes	5 days
VERMONT	10/20/5	No	Seller	Yes/6 month	35	No	3 days
VIRGINIA	20/30/5	Yes	Seller	Yes/6 month	100	Yes	5 days
WASHINGTON	15/30/5	Yes	Buyer	No *1	100	Yes	N/R
W. VIRGINIA	10/20/5	Yes	Seller	Yes/Annually	100	Yes	5 days
WISCONSIN	15/30/5	Yes	Seller	No *1	100	Yes	10 days
WYOMING	10/20/5	Yes	Seller	Yes/Annually	50	Yes	5 days

*1 Cities and local authorities, plus state police, may conduct spot-checks.

*2 Only for used out-of-state autos being transferred into the state, and for autos over 10 years old being sold.

*3 Preliminary reports, when required, are due immediately following t accident, and are generally filed with local authorities, whereas writ reports are generally filed with state authorities.

HOW GOES IT?

A monthly recap of selected accidents—presented solely in the hope some will benefit from the unfortunate experiences of others

Rank: Sgt **Age:** 23 **Vehicle:** 1956 Austin 4-door
Description of accident: The Sgt had slept only 5 hours during the past 24. He consumed six beers in less than an hour, and disregarded his immediate supervisor's warning not to drive. He consumed another beer, and was fatally injured 55 minutes later while attempting to negotiate a curve. Death came when he was ejected and pinned by his Austin.

It was the opinion of the investigators that, had he been wearing his seat belt, he would have remained in the vehicle instead of being pinned beneath it; also that the car might not have skidded and flipped, had the brakes been in proper condition.
Probable causes: Driving while intoxicated and loss of control. Contributing cause: Poor brakes.

Rank: Capt **Age:** 29 **Vehicle:** 1969 Corvette Sting Ray Modified for racing
Description of accident: The Capt entered a sanctioned sports club event race on an established raceway. While entering turn 8 at 145 mph, he oversteered to avoid a slower car and almost lost control, then locked the brakes and skidded into the infield. He regained control and re-entered the track through the dust, but a 3-inch lip at the edge slowed the Sting Ray to 30 mph as the car swerved to a 45-degree angle on the track. An oncoming Sunbeam Tiger impacted the Corvette at 110 mph, breaking the left mounts of the Capt's seat and allowing it to tilt back. The Capt was wearing full harness, and his full-cover Bell Star helmet did not break, but his skull was fractured when his head struck the roll bar bracing. He also received fatal body injuries. The other driver sustained only minor shoulder strap burns from his restraining harness.

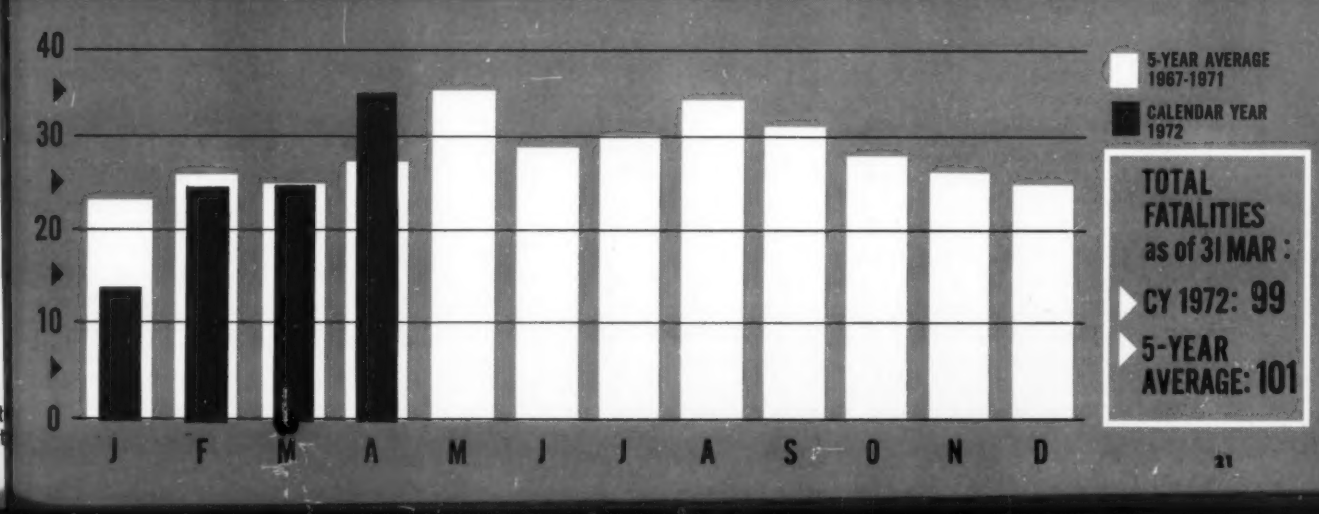
Investigators found the Capt had not applied for commander approval prior to participating in a racing event, as required by AFR 34-4. They also found the Corvette's roll bar design to be faulty, since the diagonal bracing was in line with the driver's head.
Probable causes: Restricted visibility, failure to clear entry lane; faulty roll bar design.

Rank: A1C/A1C **Ages:** 21/20 **Vehicles:** 1971 Honda 350cc motorcycles
Description of accident: The two Amn Firsts rented two Hondas and took their girl-friends for a ride. A bus ahead stopped, and the lead Amn slowed his cycle. The trailing Amn, who was traveling too fast to stop, collided with the lead cycle and veered into a taxi in the next lane.

The trailing cyclist was pronounced dead at the dispensary, and his passenger sustained minor injuries. The lead cyclist was not injured, but his passenger was killed instantly. Only one of the Amn had a motorcycle operator's permit, and neither the riders nor passengers wore protective helmets.
Probable causes: Following too closely: Imprudent speed. Contributing causes: Unfamiliarity with the rented machines, and lack of motorcycle experience.

Rank: Amn/A1C **Ages:** 21/20 **Vehicles:** 1971 Yamaha 650cc 1968 Yamaha 350cc motorcycles
Description of accident: The two Amn were riding their cycles around the base, one to the right and ahead of the other. The lead cyclist turned left into the Amn First's larger machine without signaling, and the two motorcycles collided just left of the center line.

The A1C was treated for a fractured wrist, facial fractures, cuts, and bruises. Although the use of protective helmets, with chin straps fastened, prevented both riders from sustaining serious head injuries, the Amn's massive internal injuries resulted in his death.
Probable causes: Following too closely for the speed traveling and failing to signal turn. Contributing causes: Inattention on the part of both riders, extended forks on trailing cycle possibly affecting rider's reaction time.



PUT IT ON CHECK

by Col JEROME G. LOWE

Obviously, your check list should be tailored to the needs of your own trailer or motor home. TSgt Joe Menzer, 2193d Comm Sq, Norton AFB, doesn't have the same checks for his 16-foot Nomad that would apply to a 22-foot Airstream; but many of the entries are similar.

It's a good feeling to pull into your assigned slot at the end of a long day's trip. The trailer has hauled beautifully, your wife doesn't have any chores lined up for you, and you squint at the sun to determine if there's enough daylight remaining to fish for an hour or so.

Your thoughts are interrupted by a loud moan from the open door of the trailer. The wife is standing there limply, eyes as big as saucers, staring in horror at the mess on the floor. Your eyes focus on the refrigerator door—still swinging back and forth.

The situation really isn't as bad as her expression indicates. But it's bad enough. Eight of the dozen eggs are broken, although the top half of the pie is okay. The jello is a complete write-off. Pancake syrup is oozing its way over most of the floor and under the closet door. It requires an hour or two of clean-up, a visit to the grocery store, and passing up the fishing to recover from the incident.

"I FORGOT"

In this case someone forgot to latch the refrigerator door. The results were limited to inconvenience, some expense, and a little repairable damage. But, forgetting a more critical item could result in injury or even loss of life. How about you? Do *you* remember to check your trailer brakes after each hook-up—before you need them on the road? Do you remember to execute each step of the hitch/ball-coupler sequence? How often

TIT
N YOUR
CK LIST

AND ENJOY MORE COMFORTABLE, CAREFREE TRAILERING

Removal and storage of the leveling jacks is a good item to begin with.

Gravel shield locked in place is a sensible check.

have you driven off leaving a clothesline strung between two trees—or left home without the charcoal, swim fins, or dog leash?

There's a guaranteed way to prevent this "I forgot" problem. Simply make up and use a check list; a listing of all the items you must check before moving out. Some people think a check list removes the sport and excitement from any operation. This was a prevalent attitude in the Air Force for many years. Pilots

continued

continued

PUT IT ON YOUR CHECK LIST

would kick the tires, loosely knot their white scarves, and off they would soar into the wild blue yonder. On occasions this boldness proved embarrassing, or fatal, when they found themselves short of fuel or navigational aids, the deicing equipment inoperative, or lacking sufficient oxygen for flights at altitude.

Pilots are the last group in the world who want to be identified as sissies; so using a check list was once considered to be beneath their dignity. But our senior officers knew such an attitude had to be changed. One of the more effective incentives applied was the familiar limerick posted over the door of Flight Operations:

"There are many old pilots,
and there are many bold pilots,
but there are no old, bold pilots."

After flying for some 30 years, I've almost reached the "old pilot" stage. I look forward to becoming an old, but not bold trailerite (or is it motorhomeite)? With that objective in mind I've developed and used a check list for each trailer I've owned or rented. (I've now turned in my trailer for a motor home, but still use a check list.) The accompanying check list, obviously, was tailored to a particular trailer and the needs of my family. You can use it as a baseline in developing a similar list for your camper, trailer, or motor home. The length and details will vary depending on the length of the trip, expected climate, places to be visited, and your personal needs. A 60-day safari to Alaska calls for a much different loading than a simple weekender at the beach.

CHECK AND DOUBLE CHECK LIST

1. Loading. (This section is used exclusively upon departure from home base, to insure that I have loaded those items not normally stored in the trailer.)

Water	Full
Tool Kit	Stored
Water Hose	Stored
Fishing Tackle	Stored
Guns & ammo	Stored
Clothing	Stored
Swimming Gear	Stored
Radio	Stored
TV	Stored
Charcoal	Stored
Chairs	Stored
Dog Leash	Stored
Clothesline	Stored
110V Extension Cord	Stored

2. Departure. (This section confirms that all necessary actions have been completed before our car moves out on the highway with the Apollo in tow. It is applicable both to the initial tow from the house and to breaking camp.)

Exterior

Car Mirrors	Installed and adjusted
Tire Pressure	31 psi
Breakaway Cable	Installed and checked
Hitch Ball	Pin inserted and locked
Tension Bars	Locked
Safety Chains	Installed
Electrical Umbilical Cord	Installed and locked
Front Jack	Retracted
4 Leveling jacks	Removed and stored
Propane	No more than 80% full
Front Window Gravel Shield	Down and locked
Windows	Closed
Water Hose	Stored
Sewer System	Capped and hose stored
TV Antenna	Retracted and locked
Water Heater	Off
110V Cord	Stored
Trunk	Locked
Carriage Lantern Entrance Light	Removed and stored
Chocks	Removed and stored
Lights	Turn signals, running lights and stop lights OK

Interior

Refrigerator	On propane*; door latched
Stove	Pilot off; mains off
Furnace	Off
Lights	Off
Loose Items	None
Toilet Bowl	Dry
Roof Vent	Closed
Entrance Door	Locked
Step	Retracted
Trailer Brakes	Operate independently

3. Set Up (This section covers those actions required to establish the campsite.)

Trailer door	Free of tree branches and mud holes
Chocks	In place
Unhitch	Done
Leveling Jacks	In place
Water	Hose connected
Electricity	Plugged and grounded
Sewer	Hose connected
Martini	???

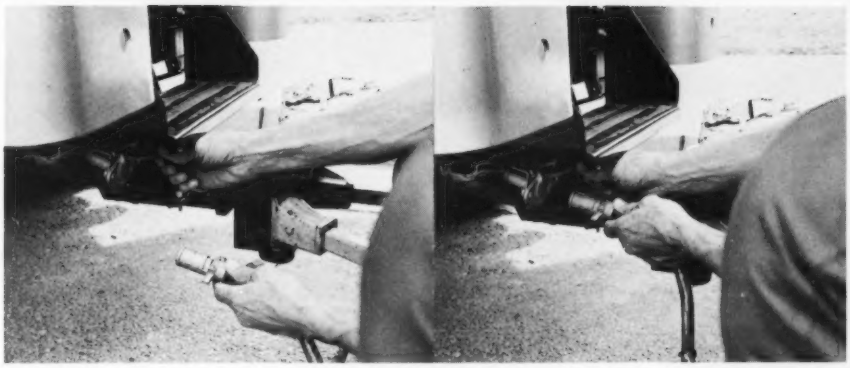
*WARNING NOTE—Before refueling make certain all gas burners and pilot lights are turned off.

(above, above right, right)
Hitch hook-up varies according to the trailer. Check-list entry should cover installation of cotter keys, retaining pins, or whatever locking devices are used.

Joe checks trailer storage area to be sure the high-pressure water hose, electrical cord, and drain line stowed.

After stowing the hoses and lines, it's logical to check the outside connections to be sure they are capped.

Shutting off propane supply (below) should eliminate the chance of leaks. But, just to be sure, Joe double-checks the oven and stove burners (left and above). Joe uses ice in his refrigerator.



ADAPT TO YOUR NEEDS

Basing yours on my list, you can easily work up a check list suited to your needs. Think back over the mistakes and omissions of the past. Take a pencil and paper and walk around your trailer while you prepare an interim list. Use it on the next trip, then add any missing items (there'll probably be a lot of them). For convenience, type or print the completed list on 5x7 cards. Keep a duplicate list in another location in case you lose one or more of the cards.

A few words now on how to use it. I'm responsible for the exterior chores, and my wife for the interior. When we finish, she takes the list and calls out the entries one at a time. I verify orally that each item is as listed in the right check-list column. This method insures that completing the check list remains a conscious, non-mechanical, effective step. We know that everything has been done and all necessities included before taking off.

Using a check list increases your margin of safety, and reduces expense and inconvenience. On today's crowded highways you must achieve a state of mental comfort to be able to cope with driving problems. Use a check list and you will. ●

(Reprinted from TRAILER LIFE)

Note to base Special Service Officers: DRIVER recommends that you make up a similar list for each recreational vehicle in your inventory. Hand them out when the RV is rented, and urge the drivers to use them.

Plugging in the power line between car and trailer (above), and checking for brake pressure and stop-light operation (below) completes Joe's list.

continued from page 4

SAFETY AT SEA

HOW WORTHWHILE IS THE SEAT BELT? — All three of the CHP officers were adamant on the subject of seat-belt use. They said the annual country-wide statistic of 5- to 6000 people who could have lived, had they worn seat belts, has special meaning to patrolmen because they see daily proof that buckling up pays off. In many accidents they investigate there is minor damage to the vehicle, but the occupants have been thrown out and killed. . . simply because they had not buckled up. The officers agreed that it is obvious from what they see in accidents, that the newer cars with reinforced roofs and doors are more crush-resistant than older cars; however, it is to little avail if all occupants (front AND back) will not exert the effort to don their restraints.

ARRIVING HOME

As *Enterprise* neared the California Coast, messages of congratulations were received and relayed over the PA system to the ship's crew. The messages came from top echelon Naval personnel and expressed heartfelt appreciation for the superior job done by the men of *Enterprise* during her cruise. I felt proud to have had the opportunity to see these men in action, and to have witnessed their high-spirited approach to their jobs, as well as their interest in safe driving.

It wasn't long before we were just outside the Golden Gate, waiting for the tide to drop in order that the "Big E" could clear the Oakland Bay Bridge. On the final leg, Captain Tissot acknowledged over the PA system some of the visitors aboard the ship, including the Editor of DRIVER, and in particular the California Patrol Officers and their fine presentations. He expressed the hope that all of his men would return safely from their well deserved shore leave after such an excellent program. I believe his wish may well come true. ●

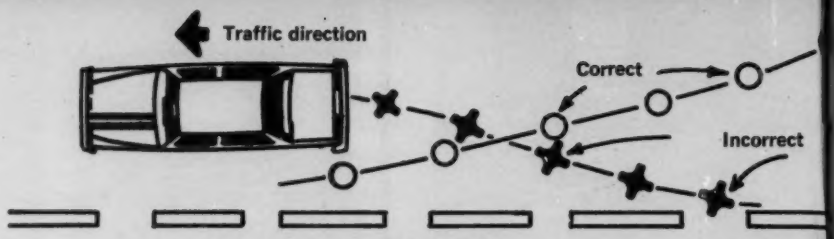


Fig.1 FLARE PATTERN

WRONG FLARE PATTERN SPELLS DISASTER—CHP Officers find that some motorists unwittingly set up dangerous flare patterns that lead passing vehicles into (instead of around) the disabled vehicle. Always anticipate other drivers' reactions and make sure your pattern guides traffic away from the hazard; also, keep a lookout to the rear at all times.

TIP OF THE MONTH

SIMPLE SYSTEM TO SEGREGATE SHORTS

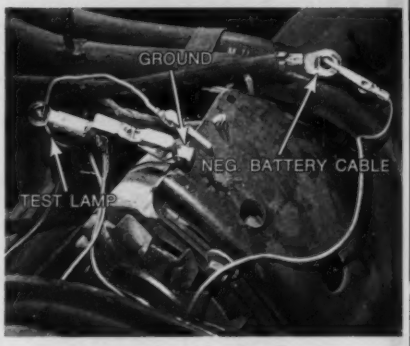
To locate an electrical system short quickly, here's a simple method. First, recharge the battery (or use another fully charged one). Then disconnect the negative cable from the battery. Connect a 12-volt test lamp between the negative battery post and the disconnected cable. (See photo)

If there is a short, the test lamp will glow with all accessories turned off.

By disconnecting and reconnecting each electrical circuit, one at a time, the shorted circuit can be located. When a disconnect causes the test lamp to go out, you've found the culprit.

Now all that remains is to trace that circuit, locate and correct the cause of the short.

(Courtesy of Champion Spark Plug Co.)



ANSWER TO "WHAT SHOULD YOU DO?"

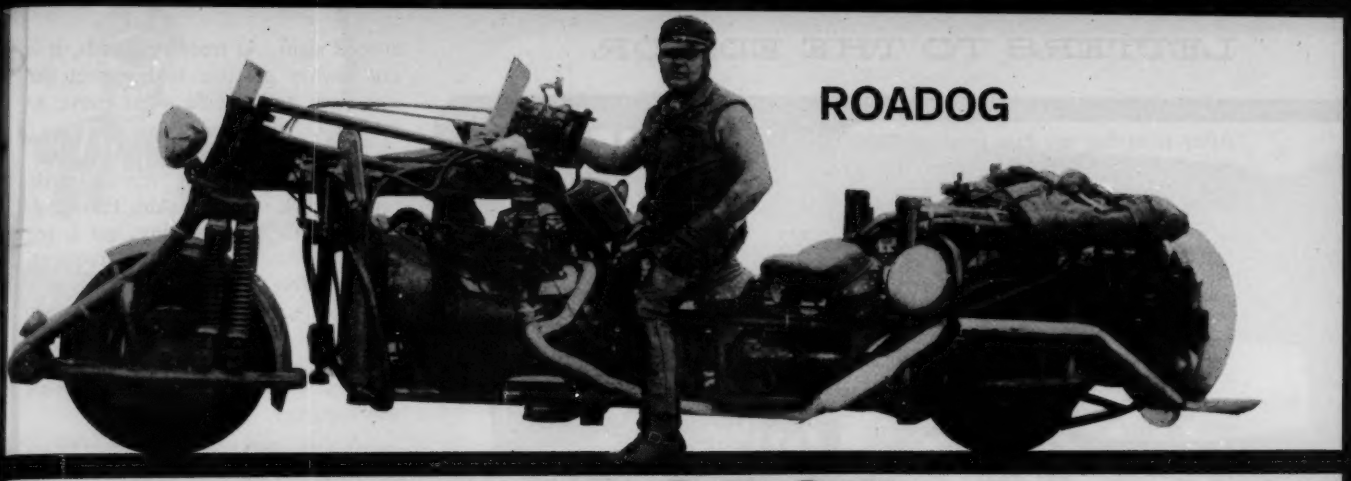
(Note: Before reading, see back cover)

A is your best choice, HONK, MEDIUM BRAKE, EASE OFF BRAKE AND VEER LEFT, BUT STAY IN YOUR LANE. To turn into the parked car would be an over-reaction. Chances are the driver will close his door after hearing your horn; but even if he doesn't, you should be able to get around him without leaving your lane. If your reflexes are fast enough and you can get your left blinker going, you'll increase your chances of not hitting the car in the lane to your left.

ABOUT MISS DRIVER

ABOUT MISS DRIVER **(See page 5)**

Lovely Miss Deanna Draper comes from Chicago. The 22-year-old blue-eyed blonde attended Lake View High School in the "windy city," and plans to attend college and seek a career as a dental technician. Her hobbies include painting, sewing, and motorcycling. Miss Draper's father is an ex-Navy man, and her brother is in the Marine Corps. By the way, Miss Draper is in the military herself. She is an Air Force sergeant and is assigned to maintenance supply liaison at Norton AFB. ●



WORLD'S LARGEST MOTORCYCLE

Many excellent captions were submitted by our readers (over 400) for the March '72 caption contest, and we have listed the names of the winners below. Because of the fantastic interest in the machine, we have been in touch with its owner to obtain some of the following information.

The "Gelbke Roadog" shown in our photo is owned and driven by Mr. William Gelbke, 2044 N. Cicero Ave, Chicago Il 60639 and is the research vehicle for a new type motorcycle he is producing in his Chicago factory. The Roadog is 17 feet long, weighs 3280 lbs, has a four-cylinder OHV engine, a fully automatic transmission, and cruises easily at 90 mph. It has four hydraulic jacks for standing, and to lift it back up on its wheels in case of a fall.

According to Mr. Gelbke, the $40,000 machine was constructed over an 8-year period using aircraft tubing. Strength and quality were stressed throughout the construction. In the first year after it was built, the machine was driven more than 20,000 miles with no problems. Mr. Gelbke, the only rider of the machine, claims it is dependable, has outstanding highway roadability, and was designed for high-speed, long-distance cruising.

Mr. Gelbke states he has placed a new cycle, the "Auto-Four," on the market. It has the world's first automatic transmission, features crash bars front and rear, exceptional braking ability provided by hydraulic brakes (disc on front), complete instrumentation, electric fuel system, plus provision for removal of the motor, transmission, drive shaft, and rear end, within 15 minutes.

The Auto-Four weighs in at 725 lbs, and, as shown here, is much smaller than the Roadog. Many of the experimental design features of the Roadog are apparent in the Auto-Four which is being produced for those interested in long-range cruising under turnpike speeds and conditions. ●

AUTO-FOUR

CAPTION CONTEST WINNERS

WINNERS

1. **A1C J. M. Amado**
   APO San Francisco 96326
2. RM1 C. E. Cooper
   U.S. Navy Seventh Fleet
3. MSgt John E. Drury
   Mather AFB CA
4. Personnel of Comm/Nav
   Sec Florida Air National Guard
5. Lt Col T. R. Bogan
   Andrews AFB MD

RUNNERS-UP

1. **Mr. Don E. Schriver**
   Champion Spark Plug Co,
   Toledo OH
2. QM2 William K. Ntizsche
   12th Coast Guard Dist,
   San Francisco CA
3. TSgt R. V. Kozik
   AFROTC Det, Univ of Arizona, Tucson
4. Mr. Alova R. Early
   Civil Air Patrol,
   Columbus OH

HONORABLE MENTION

Master Charles Watson (age 8)
Enon OH

BACKFIRE

Address your letters to:
Editor
DRIVER Magazine
SEDD
Norton AFB CA 92409

After receiving my first issue of The Air Force DRIVER, I congratulate you on its contents.

By way of background, I am a former WW II pilot. As Judge of the Traffic Court of the City of Virginia Beach I established a school for motorcycle riders in Nov '70. For your information, I am enclosing a booklet of our course. My primary purpose, by the enclosure, is to inform you of my interest in motorcycling safety. . . .

Hon. Henry L. Lam
Traffic Court Judge
Princess Anne Sta
Virginia Beach VA 23456

That's exactly what this man's Air Force needs—more riding training courses. It would be much better, however, if our fledgling riders could get their training in other than court-ordered classes—like in base, or base motorsports club sponsored classes. (The Judge's riding course is approximately the size of a shopping center parking lot, set up with 75 traffic cones and wooden barricades, and the instruction includes film viewing, talks by judges and patrolmen, and a written exam.)

I have just finished reading your latest issue of DRIVER, and have enjoyed and profited by the experience. I am especially appreciative of your fine articles on motorcycles. Having ridden a bike for more than 10 years, to me, your articles are both informative and interesting.

My job, as a pathologist reviewing cases in the AFIP, constantly reminds me of the inherent dangers in our motorized society. I only wish more prospective and practicing automobile drivers and motorcycle riders would read and heed your safety messages; I'd much rather practice medicine with the living than with the aftermath of accidents.

Keep up the good work.

Maj John T. Legowik, M.D.
Forensic Pathology Branch,
Armed Forces Institute
of Pathology
Wash DC 20305

We're with you, Doctor.

We at the 6594th wish to commend you for publishing such an outstanding magazine. DRIVER consistently provides this squadron with hours of outstanding reading. Also, it is an excellent aid to our Safety Program. We hope that DRIVER will be a long-lasting Air Force publication. Keep up the good work!

Maj J. C. Howay, Commander
6594th Instrumentation Sq
Grenier AFS
Manchester NH 03103

Thank you, Major. We'd wager your squadron doesn't have much of a "safety" problem. It has been our experience that when a commander evidences a personal interest in his unit's safety program, the figures soon move to the plus side of the ledger.

The Mar '72 DRIVER article, "What's the Secret?" mentioned several *driver* mistakes common to freeway driving. However, I have found other pitfalls in the form of *freeway* hazards that the author failed to mention in the article.

One instance (and there are many) of poor planning is the off-ramp located only a short distance beyond an on-ramp. This is potentially dangerous for cars using both ramps, since the exiting car has to move into the path of the car accelerating to enter.

Another is directional road signs being located beyond the point where selection of direction should be made.

A third is the on-ramp that merges with the fast-traffic lane. This is perilous enough, but sometimes these ramps are semicircular and it is necessary to enter at reduced speed.

Still another concerns a conglomeration of road messages on closely spaced signs. At freeway speeds, it is not always possible to interpret the messages and decide what move to make.

There may be some statistics available which prove that "freeway driving, mile-for-mile," is safer than conventional highway driving; but I, for one, drive the freeways as infrequently as possible.

Your magazine does an outstanding job of bringing driving safety to its readers, but it did appear to me there was more to that story than was reported.

TSgt John H. Lyons
63 ABGp (ACFPM)
Norton AFB CA 92409

We certainly agree with your views on the built-in hazards. Perhaps some of the planners and engineers will read this and make some corrections. Even so, statistics generally favor the freeways.

It has recently come to my attention that your magazine is doing an excellent job of providing interesting and informative reports.

As Automotive Editor of WLUC-TV, I would be interested in receiving written permission to quote from DRIVER magazine. I am sure our viewers, including those at K. I. Sawyer AFB, would find it interesting.

At the present time, in addition to our usual coverage of the few but often exciting racing events in our coverage area, and our annual journeys to Road America at Elkhart Lake, Wisconsin, the Auto Department has embarked on a series of road reports on the various small cars available in Upper Michigan. The results have been worth the effort, and viewer interest is high. We were also able to test GM's "Phytester" anti-drunk device, and ran tests of fog lamps and a headlight conversion unit.

Larry Deloria
Auto Editor, WLUC-TV
Box 460
Marquette MI 49855

Permission granted! Jan '72 DRIVER carried a comprehensive photo-spread of the "Phytester," and "Your Man in Washington," Nov '70 issue, gave the word on quartz-halogen headlight conversion planned for American cars, as well as unsatisfactory performance of yellow fog lights. More on the quartz lights later.

☆U.S. GOVERNMENT PRINTING OFFICE: 1972—789-141/10

"I hear it has an all-Navy crew this time."

WHAT SHOULD YOU DO?

You're driving the posted speed limit of 35 mph on a four-lane city highway. There are cars parked parallel to the curb, and cars moving in your direction on your left. As you approach a car parked about 50 feet ahead on your right, the door on the driver's side swings open. What should you do?

A. Honk, medium brake, ease off brake and veer left, but stay in your lane.

B. Honk, hard brake and turn right into rear of parked car.

(See page 26 for answer)